

## CHAPTER II: NEVADA MOTOR CARRIER SAFETY PROGRAM

### Commercial Motor Vehicle Definition

Commercial motor vehicles are subject to state and federal safety regulations. A *commercial motor vehicle* means a vehicle used to transport passengers or property, and meets one or more of the following conditions:

- If used in *interstate* commerce:
  - The vehicle or combination has a gross weight of more than 10,000 pounds.
  - The vehicle is designed or used to carry 9 or more passengers (including the driver) for compensation.
  - The vehicle transports hazardous materials required to be placarded.
- If used only in *intrastate* commerce:
  - The vehicle or combination has a declared gross weight of more than 26,000 pounds.
  - The vehicle transports hazardous materials required to be placarded.
  - The vehicle is designed or used to carry 16 or more passengers (including the driver), whether or not compensation is provided.

*Note:* If unsure whether *intrastate* or *interstate*, call the Federal Motor Carrier Safety Administration at (775) 687-5335.

### Goal

The overall goal of the Nevada Motor Carrier Safety Program is a reduction in Commercial Motor Vehicle traffic accidents and related fatalities, injuries, and property damage. This includes incidents and accidents associated with the highway transportation of hazardous materials.

### Nevada Highway Patrol (NHP)

Nevada's lead agency for commercial motor vehicle safety is the NHP. The NHP has three regions: Reno, Elko

and Las Vegas. The headquarters office is in Carson City. Phone numbers are listed below.

Reno	(775) 688-2500
Elko	(775) 753-1111
Las Vegas	(702) 486-4100
Headquarters (Carson City)	(775) 687-5300

## Commercial Vehicle Inspections

Vehicles may be selected for roadside inspection based on observance of their safety condition or by a computerized system that utilizes Inspection Selection System (ISS) software. NHP personnel typically check vehicles and their drivers for compliance with federal and state motor-carrier safety regulations. They also check shipping papers, hazardous materials, and other cargoes as appropriate. (See Chapter IV: Operating Credentials, for information on dyed-fuel enforcement and emission control.)

In addition, Nevada conducts commercial inspections on drivers and vehicles in conjunction with Federal Motor Carrier Safety Regulations and the Commercial Vehicle Safety Alliance (CVSA) out-of-service criteria. The NHP may place a CVSA decal on units of a vehicle that pass the safety equipment inspection without serious defect, and may waive the inspection of vehicles displaying current inspection decals issued by other CVSA member jurisdictions (See [www.cvsa.org](http://www.cvsa.org)).

An out-of-service sticker may be affixed to vehicle units placed out of service if major defects are detected. A Nevada Driver-Vehicle Inspection Report will be completed for each driver and vehicle inspection. A copy of the report will be provided to the driver after each inspection.

The NHP is trained to perform North American Standard Level I through Level VI inspections. Below is a description of these inspection levels and what you might expect during an inspection.

*Level I (North American Standard Inspection)*  
An inspection that includes examination of

driver's license, medical examiner's certificate and waiver (if applicable), alcohol and drugs, hours of service, vehicle mechanisms and parts, vehicle inspection report, annual vehicle inspection, coupling devices, lamps on projecting loads, safe loading, van and open-top trailer bodies, emergency exits on buses and hazardous-materials requirements, as applicable.

*Level II (Walk-Around Driver/Vehicle Inspection)*

An examination that includes all of the items specified under the Level I inspection that can be inspected without physically getting under the vehicle.

*Level III (Driver-Only Inspection)*

A roadside examination of the driver's license, medical certification and waiver (if applicable), hours of service, seat belt, vehicle inspection report, and hazardous-materials requirements, as applicable.

*Level IV (Special Inspections)*

Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

*Level V (Vehicle-Only Inspections)*

An inspection that includes each of the vehicle inspection items specified under the Level I inspection, without a driver present, usually conducted at the motor carrier terminal.

*Level VI (Radioactive-Load Inspection)*

An example for radioactive shipments that includes the items specified under the level I inspection, with more strict requirements for corrective strategies.

Be advised that most safety stops will include a verification of registration and insurance documents.

## Federal Motor Carrier Safety Administration (FMCSA)

The Federal Motor Carrier Safety Administration's primary mission is to prevent commercial motor vehicle related fatalities and injuries. Administration activities contribute to ensuring safety in motor carrier operations through strong enforcement of safety regulations, targeting high-risk carriers and commercial drivers, and increasing safety awareness.

### *Security and Safety Sensitivity Program*

The tragic events of Sept. 11, 2001, require the trucking community to increase efforts to ensure the safe, secure, and efficient movement of people and goods across the United States. A major concern is that terrorists could use hazardous materials in the transportation system as a weapon.

In response, the FMCSA has initiated the Security and Safety Sensitivity Program. Its purpose is to heighten the awareness level of all in the trucking community to be alert for any suspicious behaviors that could threaten the security and safety of truckers and every individual in our country. To report any questionable activity, immediately call 3-1-1 or 9-1-1.

### *Contacting the FMCSA*

Division offices can provide assistance with questions regarding federal motor-carrier safety regulations, hazardous-materials regulations and registration, and household goods consumer information. Nevada's division office :

705 North Plaza Street, Suite 220  
Carson City, Nevada 89701  
(775) 687-5335  
(775) 687-3803 fax

Hotline: The FMCSA provides a toll-free hotline for reporting dangerous safety violations involving a commercial truck or bus: 1-888-DOT-SAFT (1-888-368-7238) for more information, check the FMCSA web page at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

## Weather Conditions

Weather conditions in Nevada are unpredictable and subject to change without warning, especially when crossing mountain summits. Although not required, it is advisable to be prepared for the worst and carry chains at all times, especially during winter months.

NDOT uses a sophisticated road-weather information system to accurately report the latest conditions of Nevada highways. You can access this information by calling 1-877-NVROADS (1-877-687-6237) or logging onto [www.nevadadot.com/traveler/rwis](http://www.nevadadot.com/traveler/rwis).



## New Hours-of-Service Rules

HOURS-OF-SERVICE RULES	
Old Hours-of-Service Rules All CMV Drivers	New Hours-of-Service Rules Property-Carrying CMV Drivers
CMV driver may drive 10 hours after 8 hours off-duty.	CMV driver may drive 11 hours after 10 hours off-duty.
CMV driver may not drive after 15 hours on-duty, following 8 hours off-duty.	CMV driver may not drive beyond the 14th hour after coming on-duty, following 10 hours off-duty.
CMV driver may not drive after 60/70 hours on duty in 7/8 consecutive days.	CMV driver may not drive after 60/70 hours on duty in 7/8 consecutive days. ▶ A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off-duty.
Compliance Required Through January 3, 2004	Compliance Required On & After January 4, 2004
Passenger-carrying carriers/drivers are not subject to the new hours-of-service rules. These operations must continue to comply with the "old" hours-of-service limitations specified in 49 CFR § 395.5.	

### 16-Hour Exception For Property-Carrying Drivers

Drivers may extend the 14-hour on-duty period by 2 additional hours IF THEY:

- Are released from duty at the normal work reporting location for the previous 5 duty tours, **AND**
- Return to the normal work reporting location and are released from duty within 16 hours, **AND**
- Have not used this exception in the previous 7 days, except following a 34-hour restart of a 7/8 day period.

**Total hours driving may not exceed 11 hours.**



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

